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INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY USSR (Leningrad Oblast) REPORT
SUBJECT Shipbuilding in Leningrad DATE DISTR. 23 November 1955

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This is UNEVALUATED

Information

SOURCE EVALUATIONS ARE DEFINITIVE. CONTENT IS TENTATIVE.

1. The western end of Petrovskiy Island in Leningrad was enclosed [redacted] and guarded by armed naval personnel. The enclosed area was a base for MTB's. There were several large sheds in the area, and there was an MTB on ways there. When leaving the base, the MTB's followed a fairway marked with lighted buoys and two light ranges (see chart). From buoy No. 3, they set a heading directly across the bay toward Kronshtadt. MTB's [redacted] probably of the LK type [redacted] were observed on the fairway described above.

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2. At the Baltic Shipyard there was a very large crane mounted on a concrete foundation on the southernmost tip of Vasilevskiy Island. This crane stood tall and dominated the vista from Lt. Schmidt Bridge. It was built like a tall, narrow building with a strong boom and heavy tackle. At the base of the crane and to the west of it, there were about ten newly launched submarine hulls. They were of the same type; something like type XXI but smaller. They had a straight deckline and the conning towers were straight on both the forward and after edges. Above the submarine hulls there was a short slip which was empty. Beyond the crane there were two high parallel building slips close to each other. They were very steep and were empty; the wooden blocks could be seen. Launching ways on the eastern slip were built of new lumber but those on the other were in poor condition. There seemed to be a sort of basin or sluice from which the slips took water. There were no predominate buildings or other structures between the crane and the cruiser ways. The bank there was sloped [redacted]

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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3. There were three ships under construction on three ways at the Marti Shipyard. A tanker of approximately 14,000 DWT was on the southwest ways. This vessel was observed from such an angle that the entire port side and the red-lead belt could be seen. It was a conventional tanker type with engines and crew's quarters aft and a bridge amidships. No stack was observed. A second tanker was under construction on the next set of ways to the east. This ship seemed smaller than the first but it was observed from slightly to the left of directly astern and so it was difficult to estimate the length. Construction had progressed to the point that it was clearly seen to be a tanker. The vessel on the third set of ways was a very large destroyer or a light cruiser. It was finished to the deck line, in which there was a step. The southern part of the shipyard contained a conglomeration of buildings. About seven submarines of the type described in paragraph 2 above were at the fitting-out quay in the northern part of the shipyard.
4. There were a number of submarines of undetermined type at the quay below Sudomekh Shipyard.

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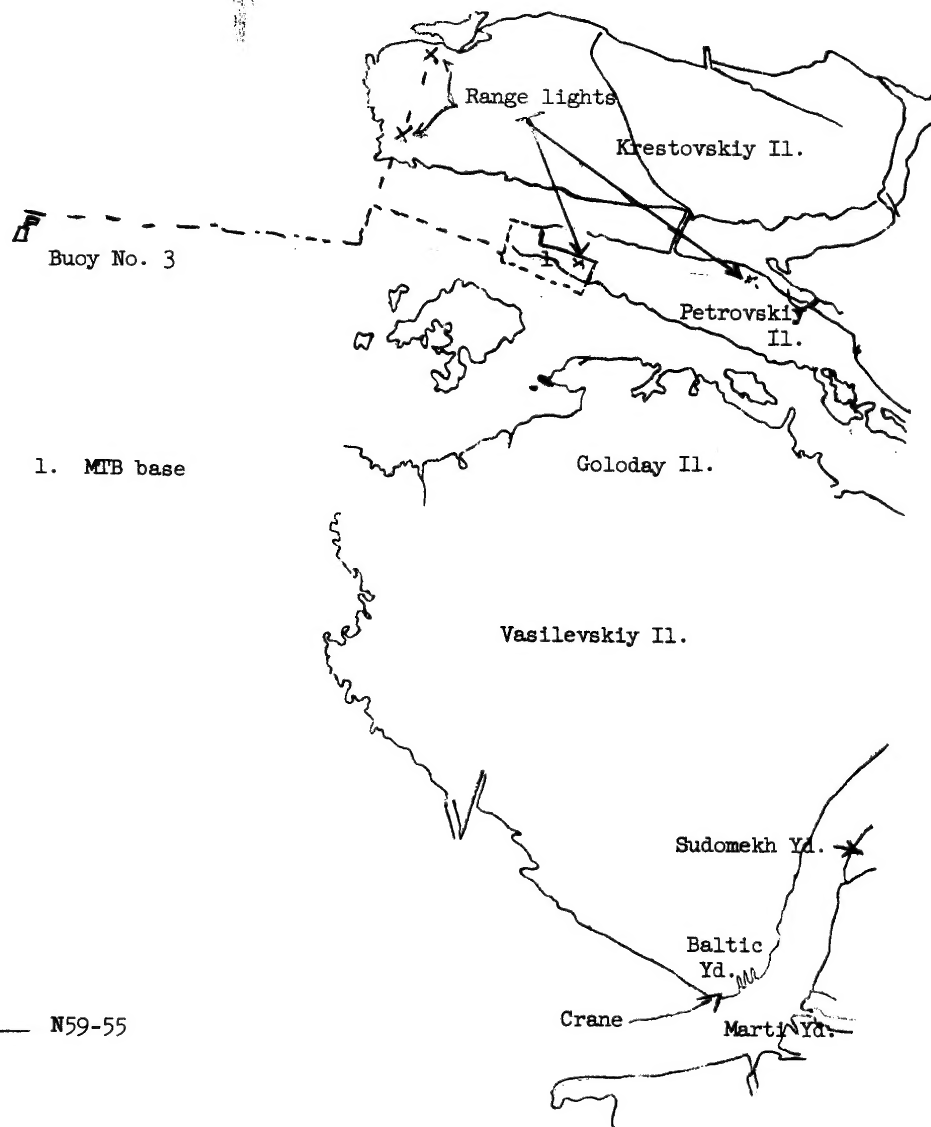
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Leningrad

NOTE: Range light positions are approximate



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